

AUG 24, 1977

Spout Run Road Plan Disavowed

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By Jay Mathews

Washington Post Staff Writer

The superintendent of the George Washington Parkway has denied that the National Park Service has any plans to add a third lane to Spout Run Parkway inbound from Lorton Lane to the George Washington Parkway intersection.

David A. Richie said a park service official was "plain wrong" in telling reporters last week that the third lane would be built through Spout Run Park as part of a \$1.5 million plan to widen George Washington Parkway in the Key Bridge area.

James J. Redmond, chief of maintenance for the parkway, was serving as acting superintendent in Richie's absence Aug. 18 when he told reporters of the project. Environmentalists opposing other highway projects scheduled to cut through parkland in the Spout Run area immediately

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criticized the plan Redmond described.

"I don't know how Jim got the impression" that Spout Run Parkway would be widened, Richie said. "It's possible that Jim himself misinterpreted (plans to resurface the existing roadway)." Redmond is on vacation this week and unavailable for comment.

Richie said the rest of Redmond's description of plans for widening roads in the Key Bridge area carried in the Aug. 18 editions of the Washington Post was correct.

The National Park Service does plan to build as a third lane inbound on George Washington Parkway from the Spout Run Parkway intersection to Key Bridge, Richie confirmed. The project also includes a third outbound lane from Theodore Roosevelt Bridge to the Spout Run Parkway intersection.

The park service also plans to build two new ramps from the upstream side of inbound George Washington Parkway to Rosslyn and Key Bridge. The two present downstream ramps, considered traffic hazards, will be eliminated.

The entire construction program has come under fire from leader of the Arlington Coalition on Transportation (ACT), one of a number of environmentalists groups and individuals opposing construc-

tion of more and larger commuter roads through suburban parkland and residential areas.

Emilia Govan, co-chairman of ACT, said no new construction should begin in the parkway area until disputes over two other road projects, Interstate Rte. 66 and the Three Sisters Bridge, are resolved.

The highway and a connecting road to the bridge would both cut through parkland north of Key Bridge. Citizens groups have recently won court orders blocking both projects until highway officials determine there is no other way to solve the area's transportation problems.

Another citizen group leader, Robert W. Curtis of the Arlingtonians for the Preservation of the Potomac Palisades, said he had no objections to the park service plans, just so they did not include any widening of Spout Run Parkway.

The Office of Management and Budget (OMB) in the White House is now reviewing the park service plans, which won congressional approval several years ago, park service officials said.

They said if OMB approves the full \$1.5 million for the project soon, a detailed design for the project would be ready by early fall and construction could begin in January. Highway officials estimated the project would take about six months to complete.